APRIL, 1952

RAILWAYS

INCORPORATING

RAILWAY PICTORIAL AND LOCOMOTIVE REVIEW

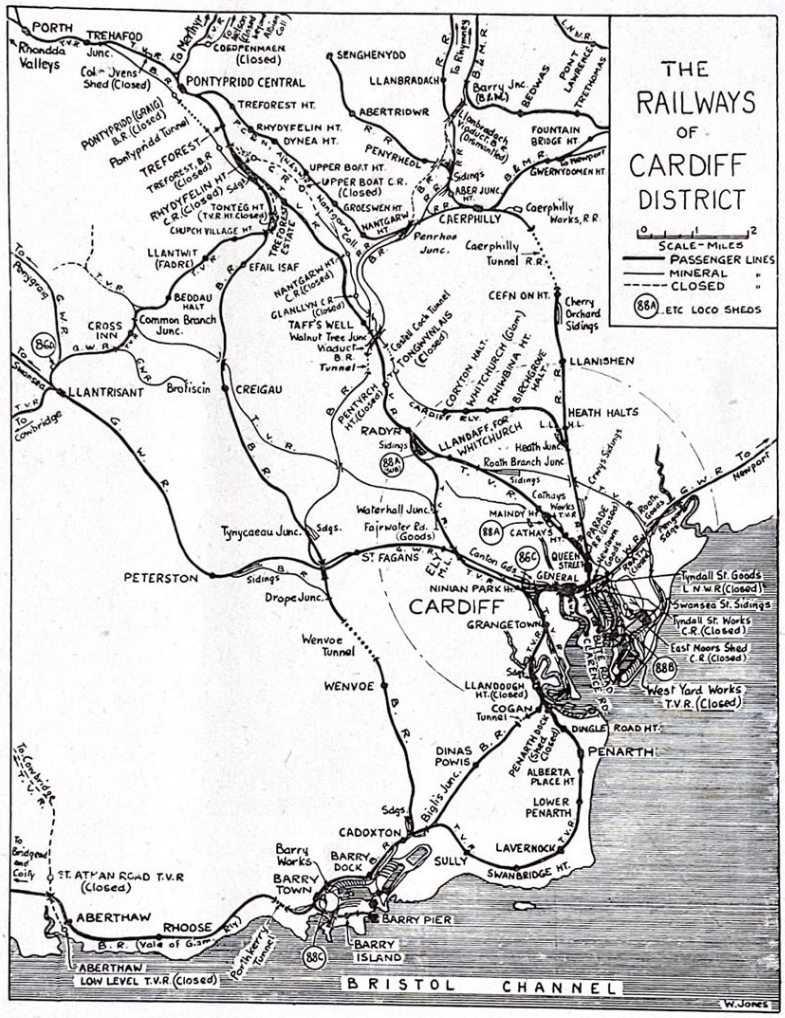
ARTICLES ON:—

SOUTHERN CONTROVERSIES AND CLASSICS — L.N.W.R. IN THE 'SEVENTIES — TRAIN NUMBERING — ENGLISH RAILWAY STATION ARCHITECTURE — BRITISH TRAIN SERVICES — THE CARDIFF RAILWAY — WESTERN REGION GAS TURBINE LOCOMOTIVE.

1/6

The Cardiff Railway.

By W. Jones.

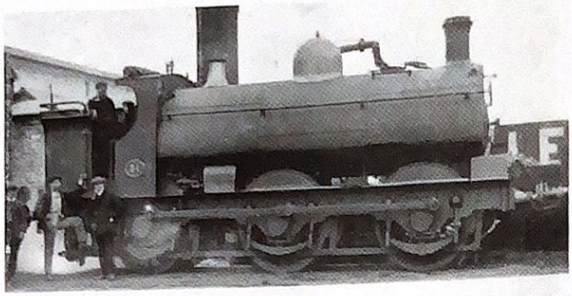


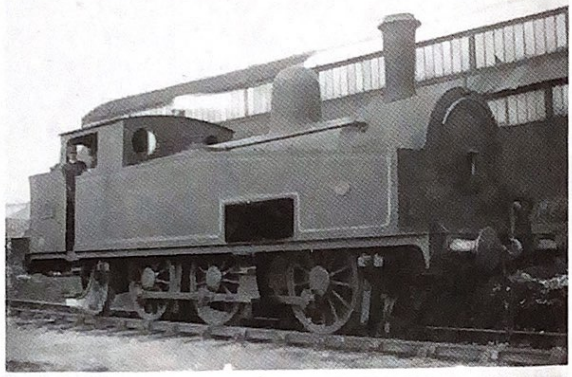
THE CARDIFF RAILWAY was incorporated in the year 1897 to take over the Bute Docks Company and the former Marquis of Bute's Railway constructed to serve the rapidly expanding Bute Docks at Cardiff. It is not quite clear at what period locomotive power was first used on the Dock Estate, and it is probable that the Taff Vale Railway provided all that was required in early days, but locomotives were first built for the Marquis of Bute (two small 0—6—0 saddle tanks by Beyer Peacock) in 1860-61.

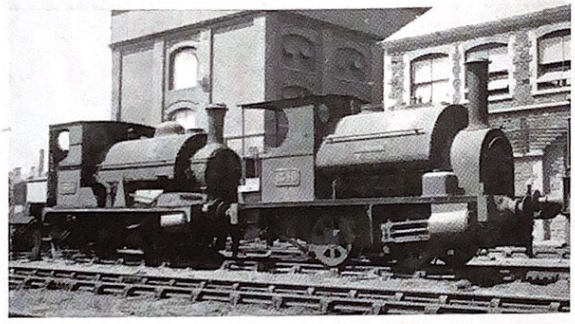
Traffic was then confined entirely to the Docks area, exchanged with the Taff Vale, Rhymney, and Great Western Railways until the C.R. main line (authorised in 1897) was completed in May, 1909, from Heath Junction on the Rhymney main line, for 11 miles to a junction with the T.V.R. near Treforest. The line was opened for public traffic as far as Rhydyfelin Halt on 1st March, 1911, the short length thence to Treforest for some reason never being brought into use after the passage of the inaugural special coal train in 1909 on which the Marquis of Bute rode, on the footplate of the engine. This line has, of course, been briefly described by Messrs. J. F. Burrell and I. L. Wright in their interesting article in the April, 1951 issue of 'RAILWAYS.' It was originally double track but was singled after grouping by the G.W.R. beyond Whitchurch, and the section Beyond Coryton was closed entirely in 1929 but the track was not removed and has recently been brought into use again to serve the new N.C.B. Nantgarw Colliery as described in the recent article. Running powers over the Rhymney main line were used from the Docks to Heath Junction, and passenger trains terminated at the Cardiff (Parade) R.R. station as previously described.

From Heath Junction the line served Heath Halt (Low Level) adjacent to the R.R. Heath Halt, and then turned westward across the northern suburbs of Cardiff serving Birchgrove Halt (constructed since grouping), Rhiwbina Halt, Whitchurch (a well laid out station) Coryton Halt, the present terminus of the passenger service, and then into a picturesque part of the Taff Valley to Tongwnlais, Glanllyn, Nantgarw Halt, Upper Boat and Rhydyfelin Halt. The construction of the line involved considerable engineering works, including rock cuttings and embankments, ten retaining walls, nine skew bridges, a short tunnel near Tongwnlais and Rhydyfelin Viaduct, the latter was demolished only a few years ago. Gradients were generally easy except for short lengths of 1 in 85, 88 and 75 at Heath, Glanllyn and Upper Boat but the R.R. line is, of course, 1 in 80 from Cardiff to Heath.

There was, and still is, over 120 miles of running track in the Dock Estate Area, and six swingbridges, the largest of which is 200 feet long and carries double track. The dock equipment included the most modern coal and







Top: G.W.R. 0—6—0 saddle tank No. 1667 (ex-C.R. No. 31) at East Moors shed. Photo: W. Jones.

Centre: G.W.R. 0—6—2T No. 151 (C.R. No. 20) at East Moors shed, 7th August, 1924. Photo: W. Jones.

Bottom: Two C.R. 0—4—0STs, Nos. 1339 and 1340 photographed at Swindon Works, 27th May, 1934. Photo: J. G. Brown.

general cargo handling appliances and in addition, after grouping the G.W.R. introduced new movable coal tips for handling the new 20-ton steel wagons in place of the 10-12 tonners. Upon nationalisation, the docks passed into the control of the Docks and Inland Waterways Executive as did all the other South Wales Docks. The headquarters of the Bute Docks and Railway was a very imposing building at the Pier Head which became the headquarters of all G.W.R. Docks at grouping, and now controls a large section of the D.I.W.E. The Railway Executive, of course, still operates the railway traffic.

Locomotive repairing shops were adjoining Tyndall Street, near the L.N.W.R. goods depot, and the running shed was at East Moors Road near the present East Dock shed (88B). The C.R. shed was closed after the grouping and the engines transferred to East Dock: a main office block of Messrs. Guest. Keen and Baldwins "Dowlais" Steel Works now occupies the site of the old shed.

Mr. C. H. Hunter was Chief Engineer at the formation of the Cardiff Railway, and until 1902, he was followed by Mr. H. S. C. Ree until his retirement in 1914, and Mr. Alaric Hope held the position until grouping.

Thirty-six locomotives, numbered 1 to 36 were handed over to the G.W.R. at grouping, the oldest of which were four 0—6—0 saddle tanks built by Messrs. Parfitt and Jenkins of Cardiff. Originally there were 13 engines built between 1869 and 1880 but the remaining four had each been rebuilt twice. They were Nos. 12, 15, 18 and 19, G.W.R. Nos. 694-7 and cylinders were 15½in. x 22in., wheels 4ft. 0in. diameter, boilers 3ft. 9in. diameter, 9ft. 5½in. long, total heating surface 641.3 sq. ft., grate area 12.12 sq. ft., working pressure 160 lb. per sq. in., weight 35 tons, tanks held 1,000 gallons of water and bunker 18 cwt. of coal. No. 24 (G.W.R. 698) was of the same type but slightly larger having 16in. x 24in. cylinders, 4ft. diameter boiler and weighed 38 tons 3 cwt. In 1883 it was transferred from the Marquis of Bute's Colliery at Hirwain for which it had been built by Beyer Peacock and Co., some years earlier. Another 0—6—0, a pannier tank was built by Kitson and Co., in 1882, with all wheels in front of the firebox. Cylinders were 17in. x 26in., wheels 4ft. 2½in. diameter, H.S. 883 sq. ft., grate 14.3 sq. ft., tanks held 900 gallons and total weight was 40 tons. It was No. 2 (G.W.R. 693) and all the foregoing were withdrawn soon after grouping.

The next six engines were 0—6—2 tanks by Kitsons in 1886-98 very similar to the T.V.R. tanks, Nos. 26, 27, 28, 1, 9, and 10 G.W.R. Nos. 163, 162, 159, 156-8 respectively. Cylinders were 17½in. x 26in., coupled wheels 4ft. 6in. diameter, boilers 4ft. 4in. diameter 10ft. 2in. long. No. 26 had a 10ft. 6in. boiler 16.7 sq. ft. grate area and 140 lb. pressure, the rest had larger fireboxes with 21 sq. ft. grate area and 160 lb. pressure, H.S. was 993 sq. ft. (1,025 sq. ft. No. 26), tanks held 1,600 to 1,670 gallons, bunkers 2 tons of coal, and total weight 51 tons, all were withdrawn by 1930.

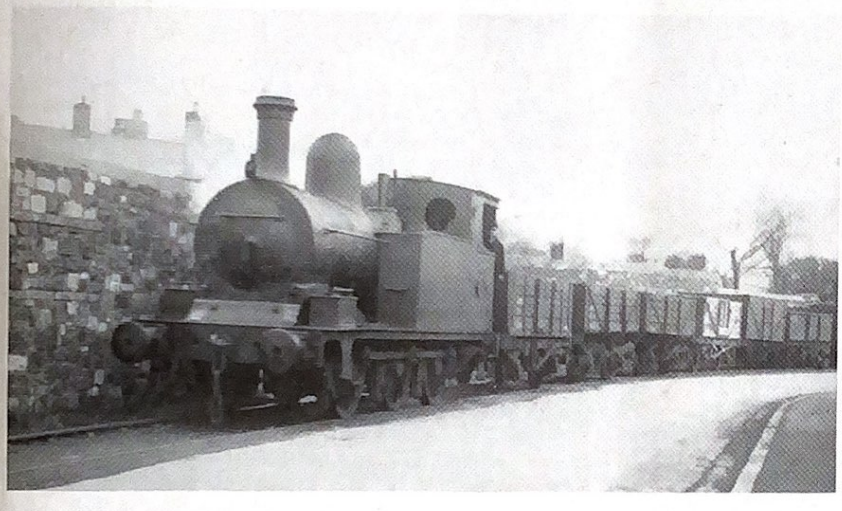
Seven further 0—6—0Ts were built having long side tanks, all by Kitsons in 1889 to 1899 Nos. 29, 30, 3, 13, 4, 8 and 7, G.W.R. Nos. 692, 691, 686, 690, 687, 688 and 685. Cylinders, wheels and boilers were the same general dimensions as the 0—6—0Ts except grate area which was 18.7 sq. ft., H.S. 947 sq. ft., and 160 lb. pressure. Tanks held 1,350 gallons of water, Nos. 29 and 30 having straight-topped tanks while the rest sloped down at the front end. No bunker was provided, 23 cwt. of coal being carried on top of the tanks and No. 7 was vacuum fitted and frequently worked passenger trains. Total weight was 44½ tons. One of these engines (G.W.R. 688) is still at work at the G.K.N. steel works at Dowlais, but has its side tanks shortened. The whole class was withdrawn between the wars.

Two 0—4—0 saddle tanks Nos. 5 and 6 (G.W.R. 1338-9) were the last engines introduced by Mr. Hunter. Built by Kitsons in 1898-9 they were specially adapted for working on the sharpest curves and in the most confined spaces in the Dock area. They have already been described briefly by Mr. Beckerlegge in March, 1951

'RAILWAYS' with a photograph of 1339. No. 1338 was also illustrated by Mr. Baker on page 168, Vol. XI. Outside cylinders with steam chests above operated from a modified form of Walschaerts gear, were 14in. x 21in. wheels 3ft. 2½in. diameter, boiler 3ft. 4⅞in. diameter, H.S. 434 sq. ft., grate 8.75 sq. ft., pressure 160 lb., and total weight 25½ tons. Tanks held 850 gallons, no bunker was provided but there was room on the footplate for 15 cwt. of coal. No. 1339 was withdrawn in 1932 but 1338 was still working recently stationed at Taunton for working at Bridgwater Docks.

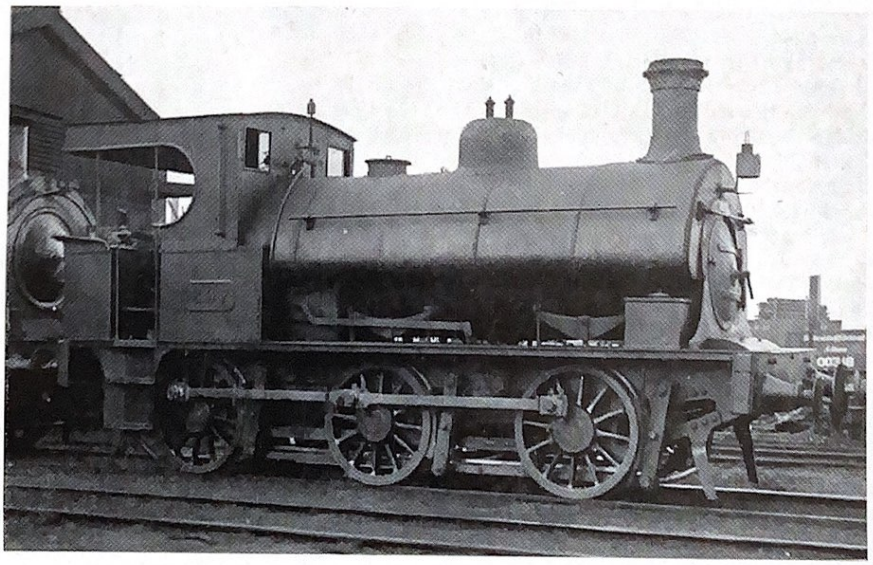
Two further 0—6—2 side tanks, numbers 11 and 21 were introduced by Mr. Ree in 1905 and two similar by Mr. Hope Nos. 20 and 22 fourteen years later in 1919, G.W.R. Nos. 160-1 and 151-2. Built by Kitsons, they had boilers identical with No. 27 class except that extended smokeboxes were fitted and long side tanks with sloped front ends. Cylinders were 18in. x 26in., coupled wheels 4ft. 6in. diameter, tanks held 2,300 gallons, bunker 3 tons of coal and total weight was 59 tons, Nos. 20 and 22 were vacuum fitted.

In 1907 three Dean "1661" class 0—6—0 saddle tanks were purchased from the G.W.R. Nos. 1667/76/89 they became C.R. Nos. 31, 23 and 25, but reverted to their old numbers at grouping, after which they did not last long. Cylinders were 17½in. x 26in., wheels 5ft. 1in. diam., H.S. 1326.7 sq. ft., grate 17.33 sq. ft. and 150 lb. pressure. All three were vacuum fitted and occasionally worked the passenger service, they were rebuilt at Tyndall Street with all-over cabs, No. 31 with a Hudswell Clarke boiler and the other two with Swindon boilers. *(To be continued.)*



G.W.R. 0—6—0T No. 688 (C.R. No. 8) with side tanks shortened at work at Dowlais Iron Works. Photo: C. H. A. Townley.

Cardiff Railway 0—6—0ST No. 9 at East Moors shed, on 24th August, 1924. Photo: W. Jones.



GLIMPSES OF THE NARROW GAUGE No. 21.

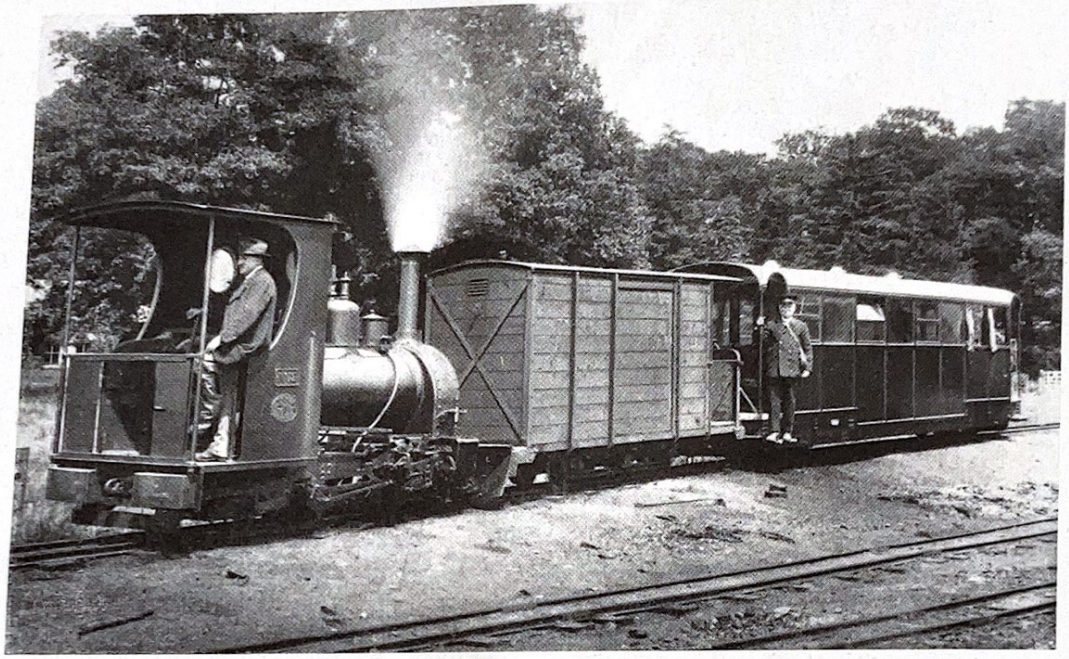


Photo: Loco Publishing Co.

SAND HUTTON

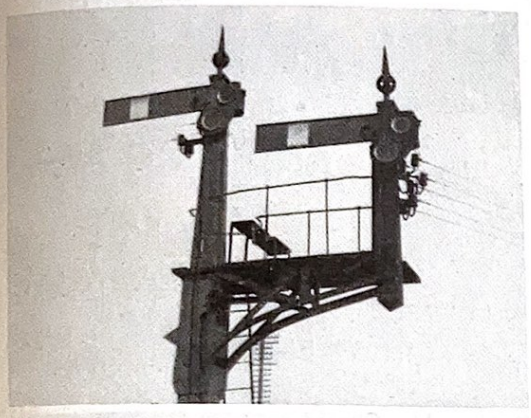
BY J. I. C. BOYD.

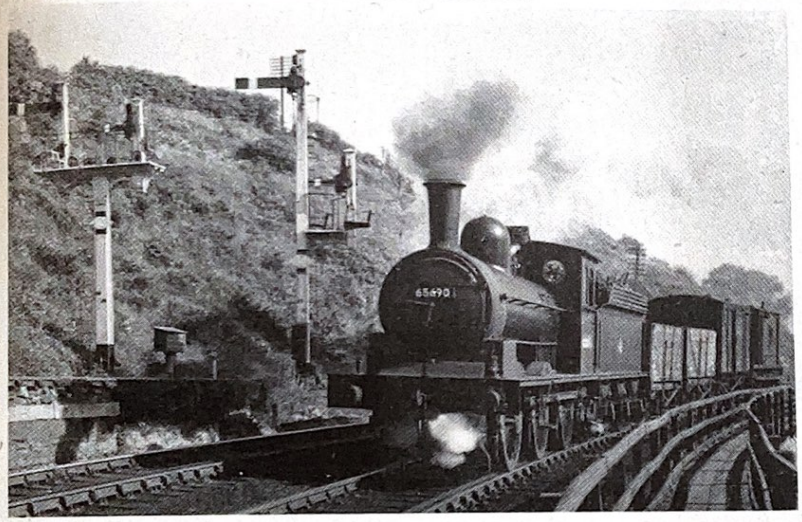
WHEN SIR PERCY HEYWOOD SUCCESSFULLY EXPLOITED the smallest possible gauge over which it was feasible to operate estate traffic with economy, no one could have foreseen that the opportunities for using such equipment were to be short-lived. Country estates were soon to feel the burden of taxation, death duties and dissolution, and with the advent of the mechanised farm unit the first costs of such permanent features as a railway became impossible, and the scope for such systems vanished. Through the efforts of Bassett-Lowke Ltd., of Northampton, the 1ft. 3in. gauge received commercial backing in quite a different sphere, and the scale model (alleged in many cases!) fetish descended upon the Amusement Park and the seaside resort.

It is extraordinary that this equipment should have survived in much its original form for half a century. The 'Atlantic' wheel arrangement, so suitable for sharp curves, remains with us, whilst the open four-wheel coaches, and scale signals—though not in use—and the 16 lb. rails linger on, a tribute to the care of successive owners and original workmanship. A few of these lines, seeking a cheap first-cost, have purchased contractors' type two foot gauge equipment and run their somewhat boorish rakes behind a disguised petrol tractor. These have received the disgusted epithets of small boys, not to mention their fathers, which they deserve. Nevertheless, the possibilities of using a wider gauge seem to have escaped the showman, which is surprising. On a gauge of 1ft. 6in. three persons per side can be carried in comfort, and Mr. E. M. Twining, in an article in 'The Locomotive' for March, 1934, gives reasons and designs for such equipment. If the estate lines of Heywood's theories are no longer required, then a new approach to the tactlessly-titled "Miniature Railway" is long overdue.

This may seem to have little to bear upon Sand Hutton, but in Sand Hutton we have the case of an estate railway, built by Sir Robert Walker about 1910 and equipped by Bassett-Lowke, Ltd., to 1ft. 3in. gauge, and powered by the first of their Class 111 "Little Giant" Atlantics, *Synholda*; as at Eskdale, the grades proved too severe for scale models and though Sir Robert wished to emulate the Duke of Westminster and Mr. C. W. Batholemew, found that when he did so, and his estate was connected with the nearest main line station at Warthill, the grades were far too steep to work.

It was not until 1922 when the Deptford Meat Market was selling certain 1ft. 6in. gauge equipment that the change came. The Deptford engines had been designed for Government service and built by the Hunslet Engine Co.; four of them were purchased by Sir Robert and





OF INTEREST TO THE CAMERAMAN.

THE two photographs on the left, each secured First Prize in the competitions organised by the Bradford Railway Circle, and the Leicester Railway Society. The upper one, entitled "Sentinels of Safety," is the work of Mr. D. Ibbotson (Bradford R.C.), and the lower one is by Mr. A. G. Ford of the Leicester Society. Each club holds an annual competition to encourage good railway photography, and some very fine prints are the result.

From time to time letters are addressed to 'RAILWAYS' asking if we are interested in seeing photographs from amateur cameramen. The answer is yes, provided the prints are clear and of general railway interest. Quite often prints received duplicate those already in the files, but we are nevertheless glad to see them, and appreciate the interest shown in forwarding them. All photographs sent should be clearly marked on the back with the name and address of the sender, and, where return of prints is desired, stamps to cover this should be enclosed.

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the gauge of his railway converted. Extensions were added during the next two years, and a branch laid in. Traffic was mainly in agricultural produce, manures, limes, timber, coal and bricks. A passenger service operated on Saturdays only, and for this a beautiful bogie coach was provided (shown in the photograph) having 36 seats: it was built by Robert Hudson. The railway was probably the only 1ft. 6in. gauge concern to have been built under a Light Railway Order.

The Hunslett engines were four-coupled well tanks (water was carried under the smokebox) with Walschaerts' gear and outside frames. The safety valves were mounted on the dome, and there were two sand-domes. The wheels were 1ft. 6½in. diameter, wheelbase 3ft., and cylinders 6½in. x 8in. The Sand Hutton Railway succombed to petrol lorries and the depression of the 1930s, and very little trace of it may be found. What does seem to have some bearing on the present day is the picture. I doubt if many of the public would not be as equally attracted by the sight of this train as any 1ft. 3ft. gauge outfit with a 4—6—2 at its head. One thing is certain; two-foot gauge equipment of this type may be found for sale in many a quarry or gravel pit to-day, largely superceded by the "dumper." First cost would be very low, and operating costs far less than a multi-axled, cramped, undersized and flogged "scale model" and—here is where the bread is buttered—one might carry a far larger paying load for the same overheads!

(I apologise for tending to become commercial this month.)

Most of us have seen the Hollywood version of that car-driving maniac who gets a thrill from trying to beat a train to the crossing. Not all such drivers are lucky enough to cross ahead of the train. Some get there with it! What does the engine driver who sees one of these madmen racing at his side, think? The answer will appear in next month's issue under the title:

STOP, LOOK AND LISTEN.

AROUND THE BRANCH LINES No. 25.

THE CROMFORD AND HIGH PEAK RAILWAY.

By W. A. CAMWELL.

With notes based on information supplied by G. J. ASTON.

BLACK Rock, Cromford (Derbyshire), is a well-known place for novice climbers, as it rises nearly sheer just above the railway and gives its name to the locality. The old village of Cromford is actually nearer to Black Rock than it is to the point referred to as Cromford at the foot of Sheep Pasture incline. The actual gradients on the Hopton incline are as follows: 1—60 commences at the points into Bone Works siding and after 200 yards becomes 1—30 (milepost 19¼ is on this stretch), which after 80 yards steepens to 1—20. After 100 yards at this gradient to point depicted in photograph, the incline becomes 1—14 for 200 yards and then 100 yards at 1—470 to milepost 19.

There are 21 water tanks on the C.H.P. section with capacities varying from 1400—1800 gallons. Some are converted McConnell 4-wheel tenders and others Webb or Ramsbottom 6-wheel tenders with the middle pair of wheels taken out. All carry a plate on the frame bearing a serial number. The McConnell tenders were built at Wolverton (formerly the works of the L.N.W.R. Southern Division) between 1851 and 1863. Water comes from a spring in the woods on the hillside above Cromford workshops and runs down into the tank there, where all tenders are filled and the locomotive supplied, that works the section between Sheep Pasture (bottom) and High Peak Junction. Water supplies go to winding engines at Sheep Pasture and Middleton, locomotive sheds at Sheep Pasture (top) and Middleton (top), Longcliffe station, Intake quarry (by agreement—1000 gallons per day), Hopton Wood Quarry (occasionally) and cottages at Parsley Hay, Hartington, Hurdlow and Alsop. About 100—120 water tanks per month are supplied in total.

The Cromford and High Peak Railway is described in 'The Railway Magazine,' November, 1934, by D. S. Barrie and J. R. Hollick. The following additional information is now provided—being an extract from the "Derby Mercury" of Wednesday, 2nd June, 1830.

On Saturday last (i.e. 29th May) the south eastern end of the Cromford and High Peak Railway was put into operation for the conveyance of goods to the extent of about 15 miles, which will supply with coal the districts surrounding Wirksworth, Brassington, Bradbourne, Parwich, Winster, Youlgreave, Moneyash, Hartington, Longnor, etc., the inhabitants of which places have for long felt the inconvenience and expense of bringing coal from a distance and carting up steep hills where the quantity taken by a horse must necessarily be small.

The railway was opened in a private manner by drawing about 100 tons of coal up four of the inclined planes, the greatest part of which was for the neighbourhood of Hartington, where, and in the adjacent places, the commencement of the coal trade on the railway has been anxiously looked for.

The four inclined planes now finished, attain an elevation of 810 ft. above the canal, and from their summit the railway is level for 12 miles. The remaining part of the line is in a state of forwardness and will ere long be completed. Up one of the planes, rising more than 250 ft. upwards of 90 tons of coal was drawn in one hour and twenty-five minutes.

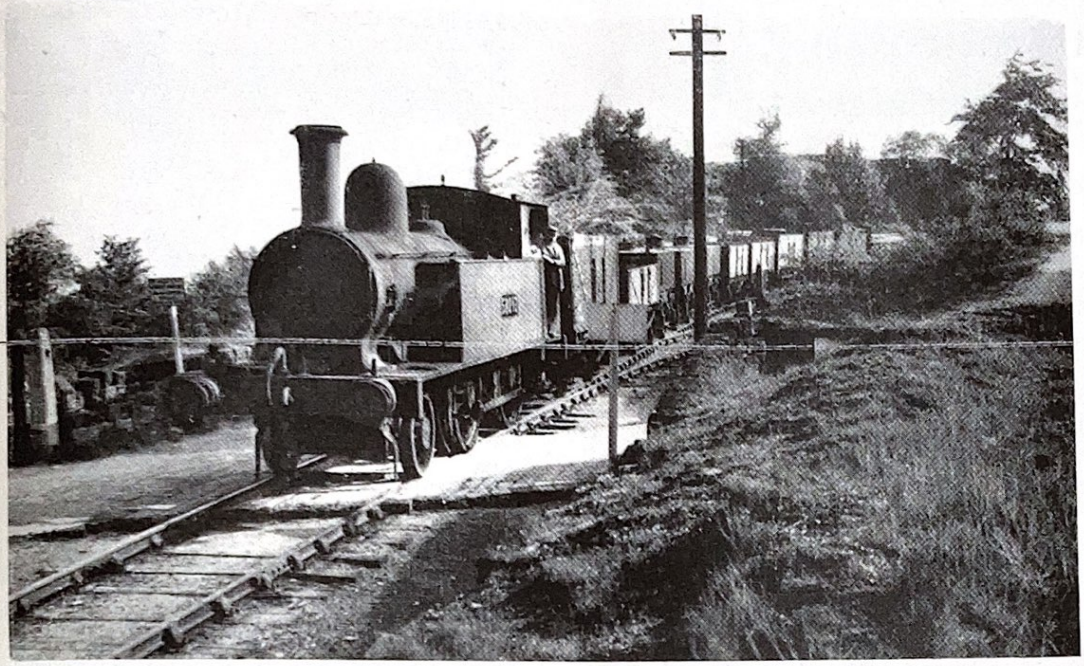
Much has been said respecting the danger attending inclined planes, but on the C. & H.P. that has been obviated by a very simple apparatus attached to the wagons, denominated a "Preventor," which will in all cases ensure safety whether ascending or descending. When we consider that a horse will on a level railway draw more than ten tons of coal, while on a common road also level he cannot draw more than one, the expense of carriage (which in Derbyshire higher parts forms more than 50 per cent of the cost to the consumer) must be diminished, and by the use of steam engines in drawing the wagons up the hills much expense is saved, as it is well known that animal power cannot compete with steam.

(Mr. Aston comments—the four inclined planes would be Sheep Pasture 1 and 2, Middleton and Hopton, the total of their vertical rise being 816 ft. Twelve miles from Hopton Top and fifteen miles from Cromford indicates that the temporary terminus was at the foot of Hurdlow incline.)

New Suburban Railway Proposed for Birmingham.

At 7.0 p.m. on Monday, 5th May, a public meeting is to be held at the Digbeth Institute, Birmingham (five minutes' walk from the Bull Ring), by the Public Opinion Action Association. The co-founder of the Railway Development Association, Mr. O. H. Prosser, S.Inst.T., will give the address and present a plan for the creation of a modern electric light railway system from the nucleus of the existing city tramway routes, which include so large a proportion of central reserved track that they may be regarded as well suited to such development.

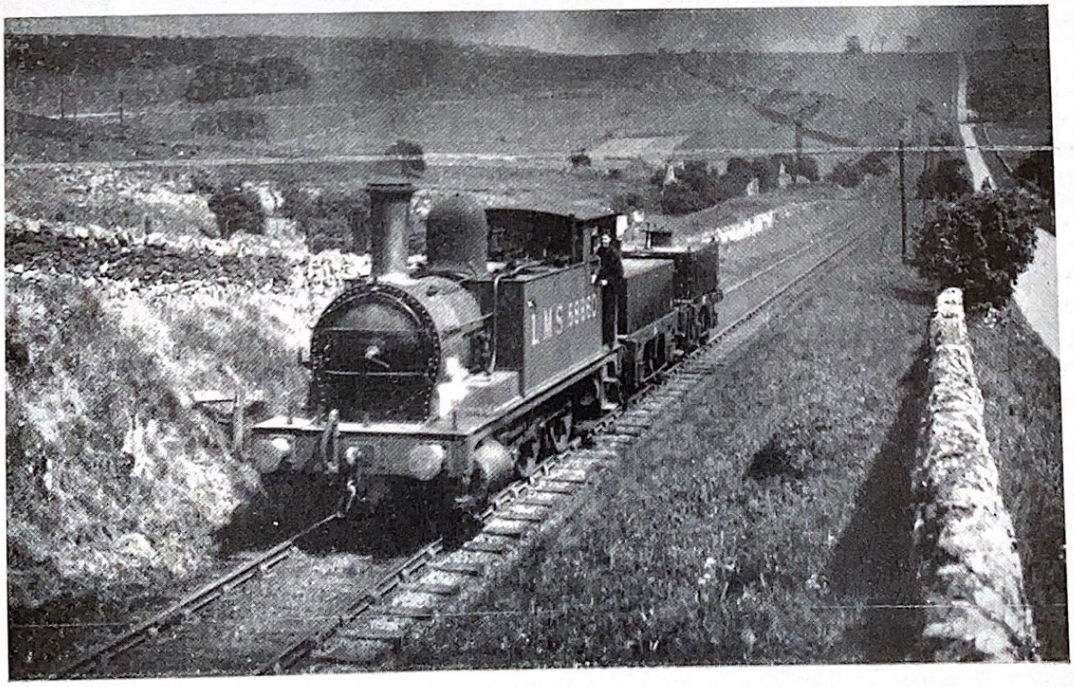
P.O.A.A. cordially invites all persons interested in the future of Birmingham transport facilities to attend this meeting, at which all who so desire will be afforded an opportunity of taking part in public discussion on the address and the motion with which it will be terminated.



58092, 2—4—0T, formerly L.M.S.R. 6428 (ex-L.N.W.R., built Crewe, September, 1877), at "Black Rock," en route Sheep Pasture (top) to Middleton incline (bottom) and passing the quarries of the Black Rock Stone and Sand Co.

Scenes on the Cromford and High Peak.

58860, 0—6—0T (formerly North London Railway), ascending Hopton "bank" with two water tanks—converted McConnell tenders. The train is at the point where the incline steepens to 1—14 from 1—20.



TRAIN NUMBERING.

BY ALAN WILSON.

PART 1.

ALTHOUGH IT HAS LONG BEEN THE PRACTICE IN THE Continental countries and in America for a train to be identified publicly by a number, railway companies in this country adopted similar methods for operating purposes only. As these methods are not widely known by those interested in railway operation, the following notes are intended to present a survey of the various systems of train numbering used on the six Regions of British Railways. The survey does not pretend to be infallible or exhaustive as various discrepancies do arise due in the main to local conditions.

WESTERN REGION.

The method of train numbering employed on the Western Region is a development of a similar one first introduced by the former Great Western Railway in the summer of 1934. At first it was confined strictly to certain long distance expresses and portions thereof running on Saturdays only during the period of the summer time-table. Trains which were not likely to get involved in holiday complications were not numbered.

These services were classified according to their division of origin, and it was arranged that main trains carried a three-figured number ending in 0 or 5. Thus, five numbers were reserved for each train so numbered. In case of duplication, the number would end with 1, 2, etc., according to the number of portions of that particular train.

On the outbreak of the last war, roof boards were suspended, and train identification was by means of train numbers only. These numbers, so far as the main lines in and out of Paddington were concerned, were carried in the normal manner. Each day, numbers 1 to 59 were allocated to down trains and numbers 60 to 99 to up trains. This applied only up to 24th September, 1939, when numbers were suspended and roofboards returned.

Train numbers were re-instated on 19th March, 1945, but with a new purpose: to mark business trains for priority over freight trains, thus partially rescinding the war-time rule of freight for the war effort taking precedence over mere passengers. Hence, certain trains were numberd daily, a practice which has since become standard.

Numbers between 100 and 195 were allocated to down trains leaving Paddington as in pre-war practice, but the numbers were extended to cover the 6.30 p.m. instead of the 3.30 p.m. departure. Later, when more trains were scheduled for priority, and the 1XX series (on a 5 numbers per train basis) just would not stretch any further, a new block of numbers between 930 and 995 was put into effect. Numbers 930-970 were used for Paddington to South Wales trains, and 975-995 for Paddington to North and West Midlands trains.

Since the war, this system has still applied, but as more long-distance trains were introduced, the five numbers per train rule was abandoned, and from 2nd July, 1951, all down trains from the London area are given numbers which have been completely revised, in order to get back to the original system under which all numbered trains from Paddington were given numbers below 199. Numbers 930-995 have therefore gone out of use. In addition, certain alterations were made to other services.

The following list gives the various blocks of numbers allocated to each division at the commencement of the 1951 summer time table:

100—159 Paddington to West of England via Westbury.
160—179 Paddington to South Wales and Gloucester.
180—199 Paddington to North and West Midlands.
200—249 North to West of England via Severn Tunnel.
250—299 North and West Midlands to Paddington.
300—359 Weymouth.
360—399 From Southern Region via Salisbury. Number carried as from Salisbury or throughout if W.R. locomotive is working through.
400—449 Bristol to West of England.
450—499 Bristol to Paddington.
500—539 Exeter to Paddington.
540—599 Torquay line and Ilfracombe to South Wales and North of England via Bristol.
600—649 West of Plymouth (inclusive) to Paddington via Westbury.
650—669 West of Plymouth (inclusive) to North of England via Severn Tunnel.
670—689 West of Plymouth (inclusive) to North and West Midlands.

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consignment of this material was experimentally used. We have seen such varied types as L.T. & S. workmen's tickets, L. & Y. perambulator tickets, and Midland railway week-ends, on identical card, but all of the same red tint.

Finally, we may wistfully note the cost of the sleeping car accommodation for this long journey, viz.: 7/6, altered in manuscript from 5/-! The present first-class sleeping car charge for Anglo-Scottish journeys is no less than 32/7, in addition, of course, to the first-class fare, and though third-class sleepers also exist now (which was not the case in 1905, or for long after) the cost of accommodation even in these (11/8) far exceeds the modest seven-and-six of this vanished era.

The last of the six "specials" which preceded the Royal Funeral train from Paddington to Windsor. The use of a single number is believed to be unique on the Western. Photo: M. W. Earley.

690—699 West of Plymouth (inclusive) to Paddington via Bristol.
700—709 South Wales to West of England.
710—759 South Wales and Gloucester to Paddington.
760—799 South Wales to Southern Region (via Salisbury). Number carried to point where Southern Region locomotive takes over.
800—849 North and West Midlands to West of England via Stratford-on-Avon.
850—869 North and West Midlands to West of England via Oxford.
870—899 To Southern Region via Kensington, Reading or Basingstoke.
900—929 From Southern Region via Kensington, Reading or Basingstoke.

In the last two cases the number is carried to the place where the Southern Region locomotive takes over. In pre-war days, however, the Southern locomotive sometimes carried the number on a board, black with large white numbers, of a similar size to those carried by the G.W.R., to the train's destination.

The only exception to the above rules are for trains leaving Paddington for the West of England on Friday nights and early Saturday mornings during the period of the summer time table only. This begins with the 9.50 p.m. departure to Penzance, a train which is not normally numbered. These trains use the block 010-019, no doubt introduced simply to assist traffic working in the west during the Friday night-Saturday morning rush.

Excursion and other special trains normally carry a number from a block allocated to each operating division, beginning with 0 as follows:

010—019 London.
020—029 Shrewsbury.
030—039 Weymouth.
040—049 Bristol.
050—059 Exeter.
060—069 Plymouth.
070—079 South Wales.
080—089 North and West Midlands.
090—099 To and from Southern Region via Kensington, Basingstoke or Reading.

Ocean liner specials from Plymouth carry numbers beginning with 00 followed by the figures 1 to 6 according to their traffic classification.

Numbers are displayed by means of three interchangeable metal number plates 16 inches high, carried in a metal frame three feet long fixed to the smokebox door of the locomotive. It is said that these boldly-printed white numbers on a black background are legible at a distance of a quarter of a mile. By simply dropping the plates into their proper positions in the frame, locomotives can be renumbered speedily and effectively, accord-

ing to the various duties they perform through the day. Sometimes this is not attended to. For instance, the 2.40 p.m. arrival at Paddington from Bristol (a train which is not numbered) carried the number 107 on 21st July, 1951. This can be explained by the fact that this train gives the return engine working off the 7.30 a.m. down ex-Paddington, which is numbered 107. Chalked numbers are not uncommon when the depot concerned has a temporary shortage of frames, and these numbers often stay put for days until they wear off. Such a case was the arrival, at Paddington, of the 8.30 a.m. ex-Plymouth, again on the 1st July, 1951, carrying the number 157 instead of the rostered 605. This simply meant that the locomotive *had* worked the 5.30 p.m. West of England express from Paddington on some previous occasion. Sometimes numbered trains do not even carry any form of number because of such a shortage of frames or numbers.

On the occasion of the late King's Funeral, much of the special Royal traffic was concentrated on Paddington. A special system of numbering was adopted for a series of special trains between Paddington and Windsor via Slough. Each train carried its number in the usual manner and the specials, in order of departure from Paddington on the down journey were numbered 5, A, B, C, D, and 6, respectively. These trains were followed by the Funeral Train itself. No. 5 was a public excursion and it is understood that the lettered trains conveyed all the Royal Guests and VIP's. No. 6, which is the subject of M. W. Earley's brilliant photograph, conveyed the lesser fry. So far as is known, the system adopted has never been used on Western Region before. I am indebted to Mr. E. J. Norris for this information.

Certain trains are rostered to carry their numbers daily throughout the year. To bring this description of train numbering on the Western to a close, it may be of interest to note a few examples:

'Bristolian' 119 westbound, 470 eastbound.
'Inter-City' 181 northbound, 280 southbound.
'Cornish Riviera Limited' 130 westbound, 635 eastbound.
'Torbay Express' 146 westbound, 158 eastbound.
'The Red Dragon' 173 westbound, 720 eastbound.

(*To be continued.*)

ARTIST'S IMPRESSION . . . . . R. FRANCIS.

A LONG, LONG JOURNEY.

Mr. A. P. Miall has sent us the following: It may be of interest to record that I have now completed my journeys over the whole of the railways open to passenger traffic in Great Britain and Northern Ireland—only the second person to have done so. The first is, of course, my old friend Mr. T. R. Perkins.

Concerning Northern Ireland, I have included not only those lines lying wholly within Northern Ireland, but also the whole of every railway crossing the border. I have also made journeys on the railways of Eire, France, Belgium, Holland, Switzerland, Germany, Norway and Sweden, though in some cases for short distances only.

Although I did a certain amount of travelling during my boyhood, I did not start systematically until 1928. Most of the journeys were made during my annual holidays or at week ends as I have never had occasion to travel on business. In order to complete a route mileage of just under 20,000, I have travelled (including journeys from home to business or vice versa) in approximately 25,000 trains involving a total of over 250,000 miles. Nearly all the advertised facilities have been used, particularly holiday contract tickets and long-distance day trips from London to Belfast, Glasgow or Edinburgh.

A very large number of branch lines have been closed since 1930 and in a number of cases I covered the lines after their closing to ordinary passenger traffic. In a few cases I was able to use workmen's trains or ordinary trains diverted owing to permanent way works, floods or war damage, but in the vast majority of cases I used excursions of various kinds. Besides ordinary day, half-day or evening trips I have used excursions for football, racing, carnival band contests, Sunday school outings, brewers beanfeasts, temperance demonstrations and other similar events. On one occasion I used a special train from Murton to Durham (Elvet) for the Durham Miners' Demonstration Day, and in order to cross the crowded city for my return train from Durham (Main), I had to fall in and march behind a silver band! During the late war the Army very kindly allowed me to travel on one or two useful trains, notably from Manton to Brize Norton via Bedford, Bletchley and Yarnton, and from Woolmer to Tilbury via Liss, Chertsey, Richmond, Cricklewood and South Tottenham. The odd nature of many of my journeys is well illustrated by the fact that my only journey from Margate to London landed me at Liverpool Street.

The scenic excursions which were running from 1936 to 1939 were most useful. I recall one from London to Swanage via Bournemouth, returning via Salisbury thus covering the very awkward line from Hamworthy to Broadstone and another from Kilmarnock to Girvan via Turnberry, returning via Maybole. This included the whole of the coast line from Ayr to Girvan. Another very fine one was from Chesterfield to Alton Towers via Rocester, returning via Macclesfield, Buxton and Ambergate. It used the avoiding line at Uttoxeter, the junction at Middlewood from the N.S. & G.C. line to the L.N.W. and the junction from L.N.W. to Midland at Buxton.

On one occasion I had arranged for a Saturday off in order to travel on a special train from Pontypridd to Ninian Park (Cardiff) in connection with a Soccer International. At the last moment, however, I heard of an evening excursion from Haddington to Bellahouston Park for the Glasgow Exhibition, which would I hoped, use the suburban line to avoid Edinburgh and thus include much-wanted curves at each end—from Monktonhall Junction to Niddrie West Junction and from Gorgie Junction to Haymarket West Junction. Accordingly I hastily changed my plans and utilised a day trip to Glasgow in order to use the excursion from Haddington which did travel by the desired route. I managed to get in the "wanted" line near Cardiff in 1948, when there were a few ordinary trains using the line.

There is still much of interest for me as there are many lines which could be (and sometimes are) used by specials and excursions. For this purpose I have found the tours organised by the Stephenson Locomotive Society and the Railway Correspondence and Travel Society extremely useful.

Societies' News.

The Railway Correspondence and Travel Society.

On 11th May, The Railway Correspondence and Travel Society is running a special tour in the Sheffield area.

The train will commence from Sheffield Wicker Goods Station, and the route, which is mostly over mineral lines and lines now closed to passenger traffic, is as follows: Denaby, Wrangbrook (via South Yorkshire Junc. Railway), Brierley Junc. (via Hull and Barnsley main line) St. Catherines Junc. (via Dearne Valley Line), Brancliffe Junc. (via S. Yorks Joint Railway), returning to Sheffield Victoria via the G.C. main line.

The tour commences at 12.30 p.m. and finishes at approximately 6.0 p.m. Tickets are obtainable from Mr. R. K. McKenny, 46, Friern Barnet Lane, London, N.11. at 10s. each. Stamped addressed envelopes must be enclosed, and the tickets will be despatched at the end of April.

Those requiring copies of the "Railway Observer Supplement," written by Dr. A. L. Barnett, which gives the itinerary and schedule, together with historical notes on the lines covered, should enclose 1s. extra for each copy required.

The past two months have seen a very succesful series of branch re-unions and dinners The Sheffield branch were the first to have an annual dinner, and the Sussex and Kent, the South of England, and the Lancs. and N.W. branches have all had re-unions. The principal re-union was that at Birmingham, to which members from all parts of the country travelled. The Society's Annual Dinner was held at the Charing Cross Hotel, London, on 2nd February. The Guest of Honour was K. J. Cook, O.B.E., M.I.Mech.E., M. I. Loco.E., Mechanical and Electrical Engineer, E. and N.E. Regions, B.R.

LINCOLNSHIRE BRANCH. On 5th January, Mr. J. R. Burdett addressed a meeting with a paper on 'Doncaster Works in the 30's.' Mr. Burdett was an apprentice there during the extensive improvements to both equipment and methods. At a branch meeting, Mr. D. Swift was elected as branch Committee Chairman.

SOUTH OF ENGLAND BRANCH. An innovation at a recent meeting at Eastleigh was an "Any Questions?" session. The team, Messrs. A. F. Cook, J. F. Harlow, E. Trotter and A. E. Hurst, faced a barrage of questions for some two hours, and some startling views were expressed on controversial issues.

LANCS. AND N.W. BRANCH. "Train timing and performance" was the subject of a paper read to this branch by Mr. R. Dyson at a recent meeting.

Railway enthusiasts with cameras will be interested to learn that a Photographic Exhibition and Competition, to be held during the winter of 1952-3, will be organised by The Railway Correspondence and Travel Society in association with the Railway Photographic Society. The entry of photographs will not be restricted to members of these organisations, but will be invited from railway photographers everywhere.

The Exhibition, which will be held in London and later at provincial centres will, it is hoped, include specimens of the work of Britain's leading photographers, the aim being to provide a first-class treat for railway enthusiasts and also a stimulus for railway photographers to produce better photographs themselves.

The selection of photographs for exhibition will be made by a committee representing both Societies, and to the best entries a panel of three independent judges will award prizes in three classes. The first two classes, open to all photographers, will cater for the straightforward record photographs, and for the pictorial aspects. The third class will be for the less advanced workers who are members of the R.C. & T.S. or The Railway Photographic Society.

Details of the regulations governing the competition may be obtained from Mr. J. C. Flemons, 48, Boldmere Road, Eastcote, Pinner, Middlesex.

Stephenson Locomotive Society.

NORTH WESTERN AREA.

The Stephenson Locomotive Society (North Western Area) and the Manchester Locomotive Society, encouraged by the success of the "Pennine Rail Tour" run from Huddersfield last May, have jointly completed arrangements with the Railway Executive for a tour of lines closed to passenger traffic in the territory of the old North Stafford Railway.

The Special train of vestibuled corridor stock will leave Crewe at 2.16 p.m. on Saturday, 26th April, call to pick up at Sandbach at 2.24 p.m. (connection leaves Manchester, London Road, 1.18 p.m.) and run via Wheelock, Lawton Junction, Stoke, Leek Brook Junction to Caldon Low. Returning from Caldon to Leek Brook the train will proceed via North Rode to Congleton Junction, Biddulph, Milton Junction, Stoke, Silverdale and Leycett to Alsager East Junction, thence to Crewe, due 8.0 p.m. Calls will be made on the closed sections at Wheelock, Caldon, Biddulph and Leycett for photographic purposes. It is expected that light refreshments will be served on the train.

MIDLAND AREA.

On Saturday afternoon 3rd May, an ex-L.N.W.R. 2—4—2T and push/pull set will leave Nuneaton T.V. on a 77 mile tour over the Nuneaton—Ashby, Loughborough (L.N.W.R.) and Swadlincote branches closed to passenger traffic—fare 9s. Route will be via Nuneaton Abbey, Shackerstone Junction, Loughborough, Charnwood Forest Junction, along Leicester—Burton line to Swadlincote loop and thence back to Nuneaton T.V. direct via Shackerstone. Any readers interested should write to Midland Area Sec., W. A. Camwell, 16, Hutton Road, Handsworth, Birmingham 20.

Notes and News.

Branch Line Closures.

Mr. A. M. Davies of Sale, Cheshire, writes: "British Railways have now definitely announced the closure to passenger traffic of the Bury—Holcombe Brook Branch. This will take effect on 5th May. The London Midland Region propose closing to passenger traffic the Ruthin—Corwen section of the Vale of Clwyd branch line in North Wales. No definite date has been fixed. The Flintshire County Council has set up an emergency sub-committee to look into the proposal of the L.M.R. to close the Holywell Branch."

"The last train to leave Southport (Lord Street), C.L.C. at 5.30 p.m. on 5th January, last, was hauled by E. R. 0—6—0 'J.11' No. 64420. About 200 passengers travelled on the train, which left to the accompanyment of exploding detonators. The line is scheduled for complete closure in March or April."

British Railways, London Midland Region, announce the closure to passenger traffic of the following stations on the Blisworth (L.M.R.)—Stratford-on-Avon (Old Town, W.R.) branch, which comes into effect on Monday, 7th April, 1952: Towcester, Blakesley, Morton Pinkney (for Sulgrave), Byfield, Fenny Compton, Kineton, Ettington, Stratford-on-Avon (Old Town).

Closure will also take place on this date of Cotehill between Appleby and Carlisle, Calthwaite and Southwaite, between Carlisle and Penrith, Durham Hill, between Chester and Helsby and Chiltern Hill (for Luton Hoo), between Luton and Harpenden.

In future passengers who used the above stations will be catered for by bus services.

Railway Development Association.

As reported in our February issue, the above association has been formed to bring together all those who are interested in the retention and development of branch lines. The association hope to see a vigorous policy of modernisation applied to the branch lines in place of the present trend of closure. A visit to the Stratford-on-Avon and Midland Junction Line has been arranged for Saturday, 5th April, 1952, and all interested should contact Mr. John W. Smith, 246, Kew Road, Richmond, Surrey, telephone Richmond 0313. Departure will be by the 9.05 a.m. from Euston. It is hoped to arrange a special train from Stratford to Broom Junction and back.

Those wishing to join the association are asked to forward the annual subscription of one guinea to the Honorary Secretary, Mr. E. R. Davies, 105, Brent Way, Finchley, London, N.3.